



OCTAGRAM

NOV 1, 2017

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

From El Presidente:

First off I want to thank the club for their support. I am now or once again the Chairman of the North American MGB Register. For those of you that are not members I want to encourage you to join. NAMGBR represents owner of MGB's, MGC's, MG Midgets, MG 1100/1300's and all Post Abingdon cars in North America. The bi-monthly magazine The MG Driver is one of the best MG publications in the world and the annual conventions can't be beat for a fun time with or without you MG.

The MGs of Baltimore will be hosting next year's convention, MG 2018 this upcoming June 17th - 22nd at the Gettysburg Wyndham. On line registration for the event is now open at www.mg2018.namgbr.org Please note that some of the events are limited so early registration is suggested if you want a spot. Remember, people will be attending from across the US and Canada. We are estimating that we could see upwards to 400 MGs and other British cars at this event. Don't wait until the last minute to register. By the way, the only way to get a discounted room at the host hotel is to register for the event. So do it now.

We have a couple of events coming up in November and December and they are the Belvedere Square Chilli Cook-Off on Sunday, November 12 from 1:00 p.m. to 4:00 p.m. at Belvedere Ave. & York Rd. and on Sunday, December 3, 2017 starting at 1:00 p.m. The Mayor's Hamden Parade will be held. It will follow the same route as last year. I assume the assembly location will be Poly-Western High School. The organizers are to send out an informational packet with details soon. I will pass it along once I have it. MGOB is signed up for this event based on the number of raised hands I saw at the October meeting.

Finally, the November meeting is when we nominate officers for the club board, if you have any interest in serving on the board this is the time to put your name in the hat and have it seconded by another member. All positions are open and any member in good standing can run.

Safety Fast!

LBCar CO Tech Tip from Raymond Marlow

One of the most annoying jobs when working under the MGB dash is replacing the choke cable. Tightening the retaining nut is next to impossible due to the position of the anti-shuttle shake bar. By using a Honda motorcycle sparkplug socket, it becomes a 5-minute job. The socket is 4 inches long, slips over the cable and retaining nut and then is secured to the threaded cable outer with a 17mm wrench.

(Reprinted from the July 2011 edition of eChatter)

TECH Típs... from John Mandella - A BLEEDING TIP

I needed to bleed the clutch cylinder on my MGB after replacing the clutch line. I had never bled a hydraulic system before. After much research, I bought a MityVac kit, but was not impressed with the rubber fittings that are supposed to go over the bleed valve. I threw them across my workshop and bought a foot of clear tubing and some extra hose clamps. I clamped the tubing between the bleed valve outlet and the MityVac. This created a good seal and had the extra benefit of keeping the tool connected to the car – really nice if you are working alone.

Priming the system is a good idea. I bought a cheap 79 cent syringe from a ranch/livery store and use the same “clear-tube connection” on the syringe before using the MityVac. Fast, easy, no-fuss, no-muss, no pedal pumping and a good solid clutch in ten minutes. -end-

from the Texas Back Roads.

PRIMING A SU FUEL PUMP

I was having a difficult time getting my SU fuel pump to prime after my MGA sat idle for several months. The pump’s internal check valve does ok sealing against gasoline, but wasn’t tight enough when trying to pump air. My neighbor stopped by and suggested using a vacuum pump on the gas line where it supplies the carburetors to pull gas through the fuel pump. It worked like a charm. The pump caught it’s prime, we put the fuel line back in place and went for a drive !

from “The cChatter” - Volume # 31; Issue # 10 via Texas Back Roads.

By Marty Ray

**The OCTAGON Newsletter of the M.G. Owners Club & the Peninsula T Register
The Northern California Centre of the M.G. Car Club**

People often replace car components when the component itself is actually repairable.

Many people think of generators, alternators, solenoids, and switches as sealed units that need to be replaced in their entirety. On the contrary, often the trouble with the unit is something quite simple, such as dirt buildup, corrosion, lack of lubrication, worn out.

You can get a lot of satisfaction, and save a lot of money (not to mention the obvious environmental benefits), from repairing many of your car's components. Another reason, though it may not be obvious to everyone, is that the "replacement" component is often not as good as the original. Our cars were quality built, in case you didn't realize it. They were made with good materials that are often responsive to simple things like cleaning and lubrication, having only deteriorated due to natural processes of corrosion, arcing, and other small wear and tear damages that occur after years of normal operation.

So another way to look at our old cars is that, due to their initial quality construction, they are very recyclable – by which I mean they can be repaired, rebuilt, and continue to be used, rather than just thrown away. In fact, the culture that made them was significantly different from ours in that regard, preferring to avoid waste by building things well and maintaining them. We have only started to think like that more recently, and it's not clear we're all that sincere about it!

On my own projects, learning gradually over time, I have found that many parts can be reused with just a little effort. For example, generators are rebuildable and switches can be taken apart, cleaned, and made to work perfectly again. I think this tends to be truer on older cars. My old Jaguar, for instance, has a lot more potential for this type of repair, than look into each part by itself to decide if it's repairable. Of course, if you wish to renew older parts, knowing how to solder and use meters for diagnosis (along with a general understanding of how electrical devices are supposed to work) is helpful.

Recently, I was able to repair an overdrive operating solenoid. Now this is just the sort of part which, on first thought, you might think is not repairable; and so did I. I even ordered a new one. However, a friend suggested I take a look at the solenoid on my extra overdrive gearbox (he had helped me bring it home when I bought it). So I took the solenoid off my spare gearbox and brought it in to my lab at work, where we do this sort of stuff every day. My coworker has a nice power supply; so I hooked up the solenoid to 12 volts DC and got very sluggish action from it.

The solenoid is essentially an electromagnet, designed to suck in and hold a metal plunger (which in turn operates the overdrive's hydraulics). I remembered reading that it has two different operating currents, one to suck in the plunger and a lower current to hold the plunger; but I had not really thought about how this might work. I took the solenoid apart, mainly because it obviously needed a new lead wire. I intended to solder one on along with a new bullet connector. (All these sorts of components are available, by the way, and are far superior to the cheesy crimp-on connectors that so many people think are alright to use. I say do it the way the factory did it originally.)

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So I soldered on a new wire. The correct color is yellow with a purple stripe, but I only had yellow with black or plain yellow; so I went with yellow. All the right colors are available, so you can actually do this properly. Colors mean something in wiring; it makes future fault diagnosis easier if you don't just put on random colors.

Under the cap of the solenoid I discovered a little set of contacts. The arcing and failure of these types of contacts that run and disconnect high currents is a prime cause of failure of many of these kinds of devices. I remembered that some owners manuals suggest that you clean your fuel pump points periodically by simply running a stiff card in between them. So I thought, "Why don't I try some method of cleaning these contacts?" Also, I could see that when the plunger went all the way in, there was a small plastic pin that was pushed through and hit the contacts, disconnecting them. This pin seemed a bit stuck, so I tried spraying some lube around it. I dragged a card through the contacts too.

These actions h drops the current down to something that will hold the plunger but not cause a huge heat load. You can, if you like, convert the contacts to be simply a signal current to a transistorized circuit that actually controls always did. Then you'd have the best of both worlds.

In general, the factory shop manuals for the MG describe many of these types of repairs to generators, starters, and the like. So my suggestion, and challenge, to you is to try to do some of these types of repairs for yourself. You might surprise yourself with the results!

end

As you probably know, a number of repair facilities for generators and starter have closed. I recently needed the started on my YA checked and serviced. I called P&H Dynathrust and was told that they could provide this service. Their shop was clean and impressively large. They said that they would get back to me in 24 hours and did. They found that the starter had some corrosion and the terminal needed a little attention. They did not charge me for checking the started and cleaning it up. It is on the car and working. They also said that they could replace the starter for \$100.

Their address is:
7990 E. Baltimore Road
Baltimore, MD 21130

Tel #: 410-282-1830

I highly recommend this company.
Mike Lutz, MGOB

... From Brian Slick... "Making Your Own Gaskets"

For those who make your own gaskets, here is a simple way to make the bolt holes. Take a piece of steel/brass tubing and countersink the inside diameter making a sharp knife surface. Place the tubing where you want a hole, and strike it with a hammer... and a perfect hole will be cut. Another more durable hole punch is to take a long bolt, cut off the treads, then drill a hole down the center about 1/2" deep. Use a drill bit about 1/8" smaller than the bolt. Now, countersink the end making a sharp knife edge. When the punch gets dull, re-countersink.

from Texas Back Roads

TECH TIP from tommy Baker: Homemade Gear Oil Dispensing System

OK - we've all been there. Trying to get the gear oil into the rear end (or oil in the tranny) only to be obstructed by emergency brake cable, gas tanks, exhausts and the like. You could go out and purchase a cute hand pump that mounts to a bottle for \$10 or so, or you could struggle to attach a hose to the spout of the bottle and squeeze away. Why not use something you probably have around the house? Has anyone in your family ever purchased a bottle of shampoo or hair conditioner with that handy little pump dispenser on top? All you have to do is clean the container, fill with gear oil, attach a PVC hose and pump away. In no time, your axle will be full, you will retain your sanity, and ti cab use the bite as a storage container until it's time to top is off again. I have used this several times and it is particularly useful when you can't raise your car to a comfortable position to work, Just place the container on the ground and go to work.

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CLUB INFORMATION

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MGs of Baltimore Affiliations

North American MGB Register North American MGA Register
American MGB Association MG Car Club UK MG Owner's Club UK

MEMBERSHIP

Submit changes in address etc to
Kathy McHenry 5237 Glen Arm Road E.
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themgbabe@comcast.net

TECH SESSION

October

No tech session this month due to long meeting.

New Members

Marc McFaul - 1959 MGA, 1952 MGTD, 1976 TR6
Bill Moleton - 1954 MGTF, 1997 Jag, 1988 Rolls Royce
Victor & Jackie Knox - 1962 MGA
Allen & Nicole Enfield - 1980 MGB
Don & Kim Hogge - 1979 MGB
David Orbock - 1962 MGA MKII; 1961 MGA; 1960 MGA; 1957 MGA
Brian Brennan - 1970 TR6, 1980 Spitfire
David Levitt - 1968 MGB
Tray Mantis 76 MGB

RETURNING - Jim & Susan Pallace - 1970 MGC

WELCOME TO ALL

DISCLAIMER

The OCTAGRAM is published monthly by the MGs of Baltimore car club. Opinions expressed herein are not necessarily those of the Club, Club officers, or the newsletter staff. Technical information is believed to be accurate. However, any repairs or mechanical advice is attempted at the readers own risk. The Club, officers, or staff will not be responsible for any misinterpreted or incorrect technical information.

Articles appearing herein may be used by other other car clubs or organization in their own newsletters, providing appropriate credit and recognition of the source is given.*

CALENDAR

NOV. 7th - MGOB meeting.

DEC. 5TH - MGOB meeting.

JAN. 2ND - MBOG meeting.

6TH - MGOB After Christmas Party - HOST NEEDED

FEB. 6TH - MGOB Meeting.

SAVE THE DATE

MG 2018

“A Gettysburg Address”



June 17 - 22, 2018

Gettysburg, Pennsylvania

MG2018.NAMGBR.ORG

MGOB Tools For Member's To Borrow

Engine Stand (2)

Engine lift with tilt device (2)

Whitworth wrenches

Whitworth sockets

Whitworth thread file

MGB Kingpin Reamer

Sandblaster (Suction from a bucket type)

Rostyle Wheel Paint Mask (MGB)

Midget Kingpin reamer

SU Carb Throttle shaft reamer for MG T,A, B carbs

SU Carb Throttle shaft reamer for Midget carbs

Click Type Torque Wrench 0-150 ft-lb.

Standard 1/2" Socket set

Hub Puller

Rear Hub sockets for MGA and early and late MGB

Harmonic balancer puller

Camshaft Degree wheel with TDC finder, etc.

Timing light

Dwell/Tach Meter

Differential flange removal tool

Brake line bender – tubing cutter – bubble type flaring tools

Slide Hammer for bushings, bearing caps, and axle extraction

Lift-A-Dot Upholstery punch tool

SU Carb Synchronizer

Pickle Fork for Tie Rod ends

MGB Clutch Alignment Tool

Front Suspension Toe-In Adjustment Tool